

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or **TIP**

Updated to reflect the Draft 2013 TIP

June 2012

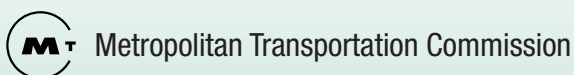


Table of Contents

- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the Draft 2013 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
 - 9** How is the TIP funded?
 - 10** Who develops the TIP?
 - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area

What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



transit, highway, rail, bicycle and pedestrian facilities. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.

What is the Transportation Improvement Program or TIP?

The TIP describes the transportation investment priorities of the region that have a federal interest. It lists all surface transportation projects that have a federal interest – meaning projects for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area’s long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a four-year period.

The TIP lists projects for a period of four years. MTC is required to update the TIP over four years per federal law; MTC updates it every other year.



Illustration: Bud Thon

The TIP identifies a future commitment of funding and signifies that a project may move ahead to implementation.

A project’s inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an “obligation.” To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the “best estimate” at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds that are reasonably expected to be available over the four-year timeframe of the TIP. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a “wish list” but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

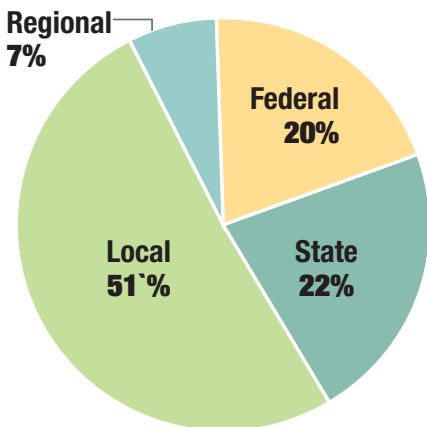
An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

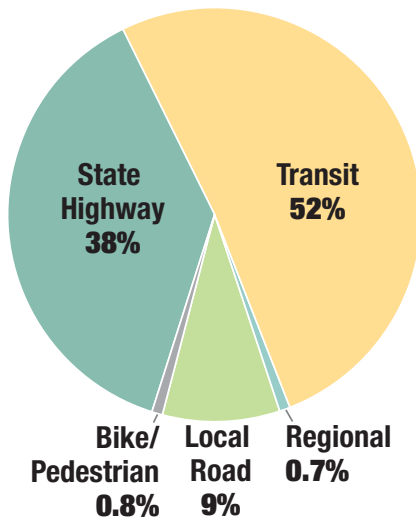
A summary of the Draft 2013 TIP

The Bay Area's Draft 2013 TIP includes approximately 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2016. See the next page for a map of projects with costs greater than \$200 million.

TIP Funds by Source



TIP Funds by Mode



Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic and geographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: www.mtc.ca.gov/funding/tip/

Projects in the Draft 2013 TIP Over \$200 Million

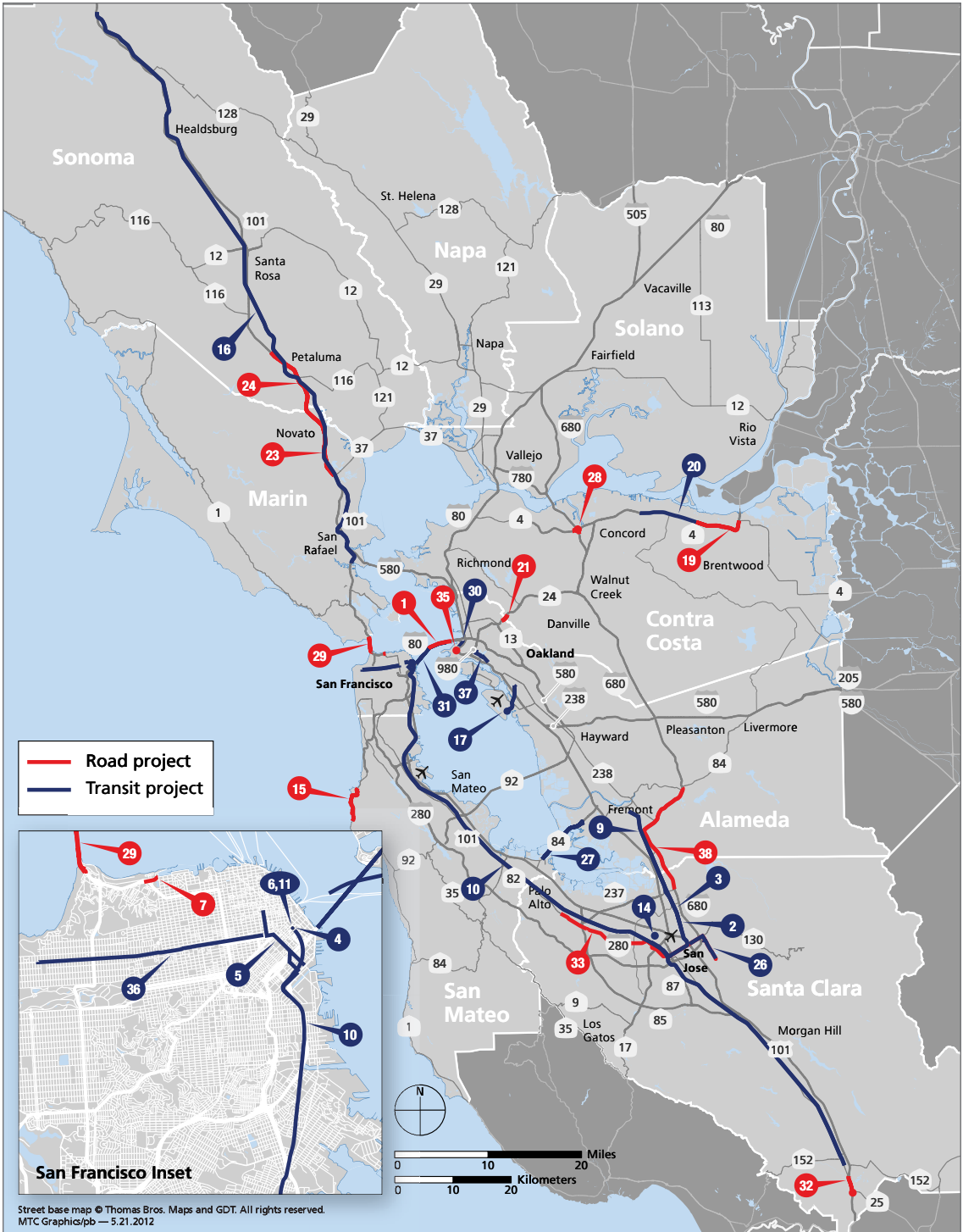
BLUE Transit Project

RED Road Project

- 1. San Francisco-Oakland Bay Bridge East Span Replacement**
Alameda County
\$5.67 billion
- 2. BART – Berryessa to San Jose Extension**
Santa Clara County
\$5.01 billion
- 3. BART – Warm Springs to Berryessa Extension**
Santa Clara County
\$2.52 billion
- 4. Transbay Terminal/Caltrain Downtown Extension – Ph. 1**
San Francisco County
\$1.59 billion
- 5. SF Muni Third St LRT Ph. 2 Central Subway**
San Francisco County
\$1.57 billion
- 6. Transbay Transit Center – TIFIA Loan Debt Service**
San Francisco County
\$1.19 billion
- 7. US-101 Doyle Drive Replacement**
San Francisco County
\$1.05 billion
- 8. BART Railcar Replacement Program****
Multiple Counties
\$1.04 billion
- 9. BART – Warm Springs Extension**
Alameda County
\$890 million
- 10. Caltrain Electrification**
Multiple Counties
\$785 million
- 11. Transbay Terminal/Caltrain Downtown Extension – Ph. 2**
San Francisco County
\$639 million
- 12. Toll Bridge Rehabilitation Program****
Multiple Counties
\$629 million
- 13. BART Car Exchange (Preventive Maintenance) ****
Multiple Counties
\$609 million
- 14. San Jose International Airport People Mover**
Santa Clara County
\$508 million
- 15. SR-1 Devils Slide Bypass**
San Mateo County
\$505 million
- 16. Sonoma Marin Area Rail Corridor**
Sonoma County/Marin County
\$504 million
- 17. BART Oakland –Airport Connector**
Alameda County
\$484.3 million
- 18. Valley Transportation Authority: Preventive Maintenance****
Santa Clara County
\$478.8 million
- 19. SR-4 East Widening from Somersville Rd. to SR-160**
Contra Costa County
\$464.5 million
- 20. E-BART – East Contra Costa County Rail Extension**
Contra Costa County
\$459.9 million
- 21. SR-24 – Caldecott Tunnel 4th Bore**
Alameda County/
Contra Costa County
\$420.3 million
- 22. AC Transit: Preventive Maintenance Program****
Alameda County
\$392.4 million
- 23. US-101 HOV Lanes — Marin-Sonoma Narrows (Marin)**
Marin County
\$372.7 million
- 24. US-101 Marin-Sonoma Narrows (Sonoma)**
Sonoma County
\$372.7 million
- 25. Freeway Performance Initiative (FPI)****
Multiple Counties
\$364 million
- 26. Capitol Expressway LRT Extension**
Santa Clara County
\$334 million
- 27. Dumbarton Rail Service (PE and ROW only)**
Alameda County/San Mateo County
\$301 million
- 28. I-680/SR-4 Interchange Reconstruction – Phases 1-5**
Contra Costa County
\$297.5 million
- 29. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
Marin County/San Francisco County
\$274.4 million
- 30. Outer Harbor Intermodal Terminals (OHIT)**
Alameda County
\$274.3 million
- 31. BART Transbay Tube Seismic Retrofit**
Multiple Counties
\$265.4 million
- 32. SR-25/Santa Teresa Blvd/US-101 Interchange**
Santa Clara County
\$237.3 million
- 33. El Camino Real Bus Rapid Transit**
Santa Clara County
\$233.4 million
- 34. Caltrain Positive Train Control****
Multiple Counties
\$232.7 million
- 35. 7th Street Grade Separation and Roadway Improvement**
Alameda County
\$220.5 million
- 36. Geary Bus Rapid Transit**
San Francisco County
\$219.8 million
- 37. Enhanced Bus – Telegraph/International/East 14th**
Alameda County
\$205.2 million
- 38. I-680 Sunol Grade – Alameda SB HOV, Final Phase**
Alameda County
\$203.3 million

** These projects not shown on map

Projects in the Draft 2013 TIP With Costs Greater Than \$200 million



How does the TIP relate to the long-range regional transportation plan?

Regionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four-year) program of improvements focused generally on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.

How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Prior to adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.

How is the TIP funded?

Funding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.

Who develops the TIP?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; and city and county public works representatives. The Partnership Board and subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.

How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration of inclusion in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to

New Project Ideas and Local Review

MTC's Long-Term Regional Transportation Plan

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward 25 years. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

How You Can Make a Difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.

Implementation

MTC's Project Selection Process

Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC updates the TIP every two years, and it is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/get_involved).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.

What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be constructed or completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a 30-day public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/get_involved/participation_plan.htm.

Where to turn for more information

Visit the MTC website at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents.

Some publications mentioned are available at the MTC-ABAG Library.

Resources

The Transportation Improvement Program

www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan

www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC

www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System

www.mtc.ca.gov/funding/fms_intro.htm

MTC Staff Contacts

Transportation Improvement Program

Sri Srinivasan (510) 817-5793

ssrinivasan@mtc.ca.gov

Adam Crenshaw (510) 817-5794

acrenshaw@mtc.ca.gov

Federal Highway Administration Programs

Craig Goldblatt (510) 817-5837

cgoldblatt@mtc.ca.gov

Federal Transit Administration Programs

Glen Tepke (510) 817-5781

gtepke@mtc.ca.gov

State Funding Programs

Kenneth Kao (510) 817-5768

kkao@mtc.ca.gov

MTC Public Information

(510) 817-5757 or info@mtc.ca.gov

MTC-ABAG Library

(510) 817-5836 or library@mtc.ca.gov

Request Assistance

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)

209.944.6220

Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

Bay Area Rapid Transit District (BART)

510.464.6000

Bay Area Water Emergency Transit Authority

415.291.3377

Central Contra Costa Transit Authority (County Connection)

925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

Fairfield/Suisun Transit (FAST)

707.422.2877

Golden Gate Bridge, Highway and Transportation District

415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

Napa County Transportation Planning Agency (VINE)

707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

San Mateo County Transit District (SamTrans)

650.508.6200

Santa Clara Valley Transportation Authority (VTA)

408.321.2300

Santa Rosa Department of Transit and Parking

707.543.3333

Solano County Transit (SolTrans)

707.648.4666

Sonoma County Transit

707.585.7516

Transbay Joint Powers Authority

415.597.4620

Western Contra Costa Transit Authority (WestCAT)

510.724.3331

Major Airports and Seaports

Port of Oakland

510.627.1100

Port of San Francisco

415.274-0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.535.3500

San Francisco International Airport

415.821.8211

Regional Agencies

Association of Bay Area Governments

510.464.7900

Bay Area Air Quality Management District

415.771.6000

Metropolitan Transportation Commission

510.817.5700

San Francisco Bay Conservation and Development Commission

415.352.3600

Congestion Management Agencies

Alameda County Transportation Commission

510.208.7400

Contra Costa Transportation Authority

925.256.4700

Transportation Authority of Marin

415.226.0815

Napa County Transportation Planning Agency

707.259.8631

San Francisco County Transportation Authority

415.522.4800

City/County Association of Governments of San Mateo County

650.599.1406

Santa Clara Valley Transportation Authority

408.321.2300

Solano Transportation Authority

707.424.6075

Sonoma County Transportation Authority

707.565.5373

State Agencies

California Air Resources Board

916.322.2990

California Highway Patrol, Golden Gate Division

707.648.4180

California Transportation Commission

916.551.4100

Caltrans, District 4

510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9

415.947.8021

Federal Highway Administration, California Division

916.498.5001

Federal Transit Administration, Region 9

415.744.3133

Metropolitan Transportation Commission Roster

Adrienne J. Tissier, Chair

San Mateo County

Amy Rein Worth, Vice Chair

Cities of Contra Costa County

Tom Azumbrado

U.S. Department of Housing and
Urban Development

Tom Bates

Cities of Alameda County

David Campos

City and County of San Francisco

Dave Cortese

Santa Clara County

Bill Dodd

Napa County and Cities

Dorene M. Giacomini

U.S. Department of Transportation

Federal D. Glover

Contra Costa County

Mark Green

Association of Bay Area
Governments

Scott Haggerty

Alameda County

Anne W. Halsted

San Francisco Bay Conservation and
Development Commission

Steve Kinsey

Marin County and Cities

Sam Liccardo

Cities of Santa Clara County

Jake Mackenzie

Sonoma County and Cities

Kevin Mullin

Cities of San Mateo County

Bijan Sartipi

State Business, Transportation and
Housing Agency

James P. Spering

Solano County and Cities

Scott Wiener

San Francisco Mayor's Appointee

Staff Credits

Alix Bockelman

Director Programming and Allocations

Ross McKeown

Project Manager

Sri Srinivasan

Project Lead

Craig Goldblatt

Author

Catalina Alvarado

Editor

Peter Beeler

Map Design

Michele Stone

Graphic Design and Production

Coast Litho

Printing

To order additional copies of this Guide to the TIP, email library@mtc.ca.gov or call 510.817.5836



Printed on recycled paper



Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

TEL 510.817.5700

FAX 510.817.5848

TTY/TDD 510.817.5769

E-MAIL info@mtc.ca.gov

WEB www.mtc.ca.gov